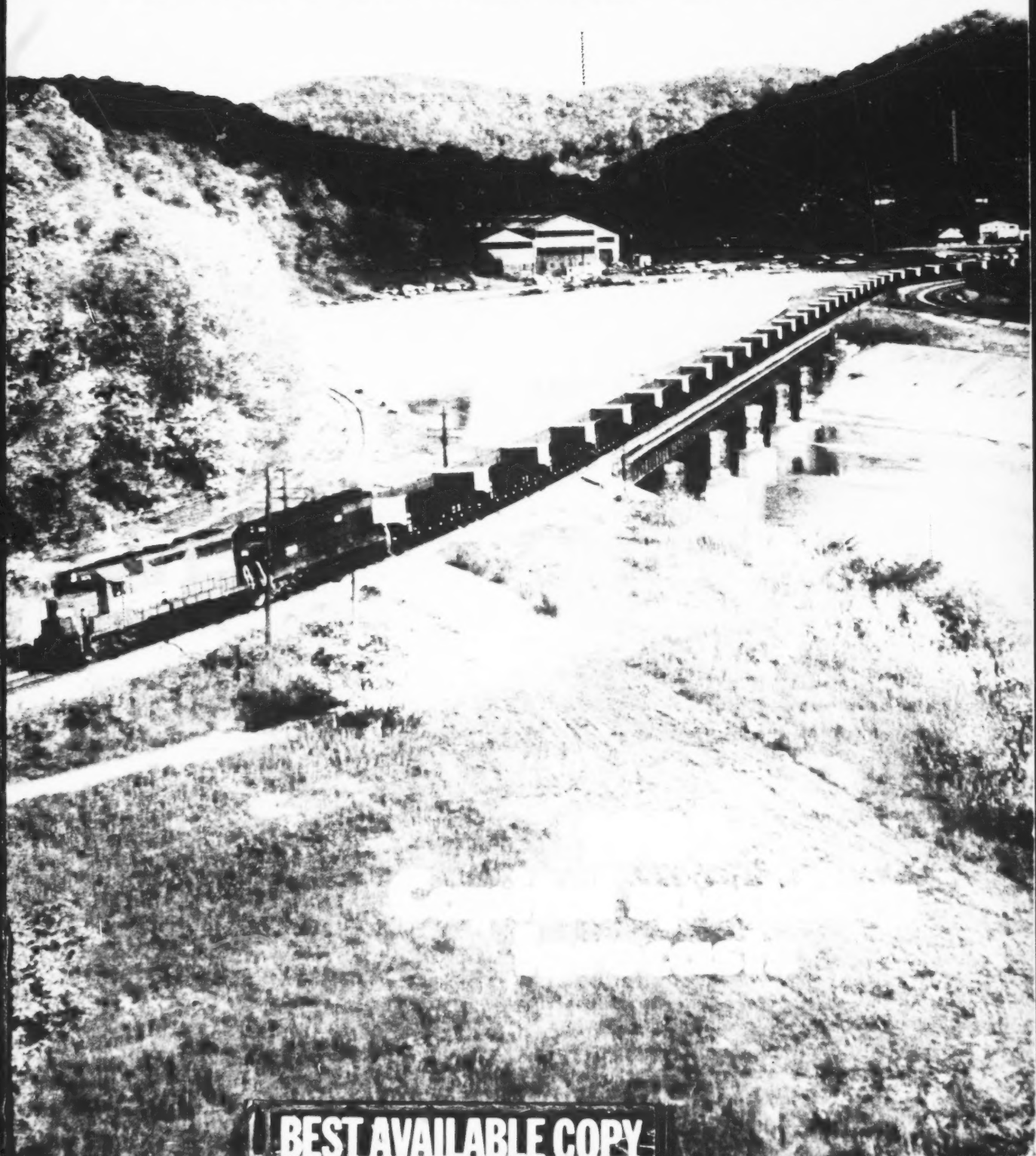
Traffic Poll: How shippers view the new year

December 31, 1979

RAILWAY AGE



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Inside

LUTHER S. MILLER

"RATHER REMARKABLE"

This is the first of three consecutive issues of *Railway Age* that will explore prospects for the new year and add up some of the wins and losses of the old. In this issue, we present our first forecasts of traffic and spending levels for 1980. An updated and more detailed report on these trends, and an analysis of the factors underlying them, will appear in our Annual Review & Outlook issue Jan. 28. Meanwhile, our Jan. 14 issue will carry a report on the passenger business, covering rail transit and commuter operations as well as Amtrak.

At first glance, the two forecast articles in this issue might seem to be in conflict. On the one hand, we are predicting a decline in railroad traffic from year-earlier levels. Our analysis of carloadings (p. 26) demonstrates clearly why industry economists now see a dip of around 5% in first-half traffic. On the other hand, we are predicting a substantial increase in capital outlays in1980, which is, as Senior Editor Gus Welty points out, "rather remarkable" in view of the fact that outlays in 1979 are now conservatively estimated at an astonishing $5.5 billion.

Our estimates of what is likely to happen in 1980 are not based on guesswork—at least not our own. They are based on budget information, covering both capital and maintenance spending, provided by railroads that account for more than 80% of all Class I mileage. They also take into account the fact that much of the money now going into the freight car marketplace comes not from railroads but from outside investors; our survey indicates that the widely publicized reverses now being experienced by two of the biggest of these, Itel and National Railway Utilization Corp., will be compensated for by the expanded buying programs of others.

In past times, recessionary trends have caused major retrenchments in railroad capital budgets. Why not now? For one thing, the railroads are coming out of the busiest traffic year in their history; a slight percentage decline will not do severe violence to the carloadings and ton-mile charts. More importantly, perhaps, they desperately need to modernize their rolling stock fleets and their plant to take advantage of some attractive long-time traffic prospects, and they are scraping the bottom of the cashbox to do so.

A deeper recession than is now envisioned—or other unforeseeable acts of man, God, and the Ayatollah—could change the picture. But right now, the prospects for the rail common carriers and their suppliers are uncommonly bright.

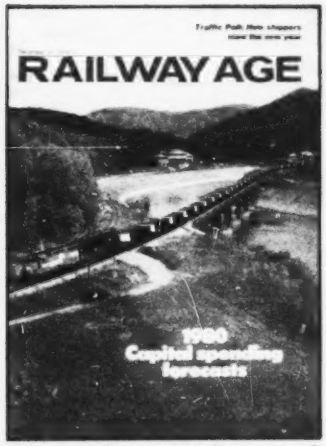
TRUK-TRAIN: AN EXCEPTIONAL CONCEPT

An awful lot of people (and an awful lot they are) seem to know more about running railroads than railroaders—and when we hear of some outsider's schemes for invading the industry, our response is more often a shrug than a published paragraph. But there's always that proverbial exception, and such an exception may be the scheme that James E. Wharton has come up with for loading whole tractor-trailer rigs, along with their drivers, onto a train and speeding them through the night to points close to their receivers. Granted, Wharton isn't a railroader; but he's a motor-carrier lawyer and his Truk-Train concept requires perhaps more knowledge of trucking than it does of railroading. What he has in mind, and the barriers he has already hurdled in his race toward a March 1980 startup date, are described on p. 10.

RAILWAY AGE

December 31, 1979

FEATURES



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16 Capital outlays will top $6 billion in 1980

Freight car and locomotive installations will continue at a high rate, maintaining the strong pace set in 1979. Investment in fixed-plant improvements, at a record level in 1979, is headed for a new high in '80.

26 Late '79 traffic slump hasn't bottomed out

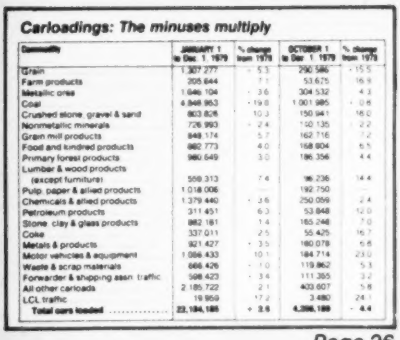
A downturn that is showing up in nearly all commodity groups will result in a modest slippage in overall carloadings in first-half 1980, but grain, coal, and chemicals will continue strong.

28 In the Midwest, a bold bid by C&NW

The Chicago & North Western wants to absorb certain grain-gathering lines of the Rock Island and Milwaukee in Iowa and Minnesota, and thus forestall an "invasion" by outside railroads.

31 Illinois: Away from railroading, into track improvement

"We've learned enough so that state policy no longer favors starting any new short lines, nor does it favor operating subsidies," said the head of the state's Bureau of Railroads.



Carloadings: The minuses multiply

Commodity	JANUARY 1 to Dec. 1, 1979	% change from 1978	OCTOBER 1 to Dec. 1, 1979	% change from 1978
Grain	1,307,277	- 5.3	290,586	+15.5
Farm products	205,644	- 7.1	53,625	16.9
Metallic ores	1,846,104	- 3.6	304,532	4.3
Coal	4,948,963	+19.8	1,001,985	- 0.6
Crushed stone, gravel & sand	803,826	10.3	150,941	16.0
Nonmetallic minerals	726,993	- 2.4	140,135	- 2.2
Grain mill products	848,174	5.7	162,716	7.2
Food and kindred products	982,773	4.0	168,904	6.5
Primary forest products	980,649	3.0	186,356	4.4
Lumber & wood products (except furniture)	559,313	7.4	96,236	14.4
Pulp, paper & allied products	1,018,006		192,750	
Chemicals & allied products	1,379,440	- 3.6	250,059	2.4
Petroleum products	311,451	6.3	53,848	12.0
Stone, clay & glass products	862,181	1.4	165,246	7.0
Coke	337,011	2.5	55,425	16.7
Metals & products	921,427	- 3.5	180,078	5.6
Motor vehicles & equipment	1,066,433	10.1	184,714	23.0
Waste & scrap materials	666,426	- 1.0	119,862	5.3
Forwarder & shipping assn. traffic	568,423	- 3.4	111,355	3.2
All other carloads	2,185,722	2.1	403,607	5.8
LCL traffic	19,959	17.2	3,480	24.1
Total cars loaded	**23,194,185**	**+ 2.5**	**4,266,189**	**- 4.4**

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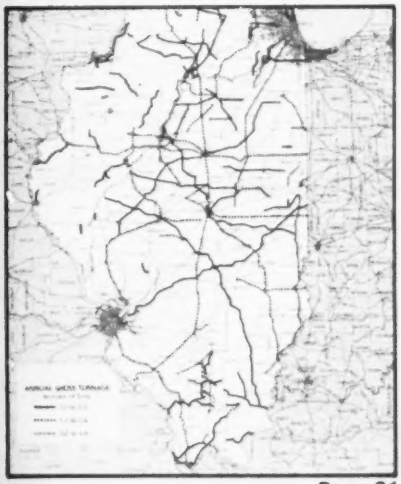

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COVER: Conrail moves a string of Coalporter cars out of Bethlehem's No. 5 plant at Johnstown, Pa. Destination: Grand River Dam Authority in northeastern Oklahoma, which has acquired 484 of the cars.

Rate of return at 2.53% as earnings soar

Due mainly to sharply reduced deficits in the East, the railroad industry as a whole was able to report ordinary (net) income totaling $476.1 million for the first nine months of 1979, compared with a deficit of $39.4 million for the corresponding 1978 period.

Net railway operating income (NROI) for the first three quarters rose from $145.0 million in 1978 to $487.2 million this year. Rate of return for the 12 months ended Sept. 30 was 2.53%, up from 0.94% a year earlier. (Rate of return is based on net railway operating income. Ordinary income differs from NROI in that it is calculated after income from nonrailroad operations is added and interest on debt and other fixed charges is deducted.)

Operating revenues in the first three quarters amounted to nearly $18.8 billion, up from almost $15.9 billion in the '78 period. Operating expenses rose to $18 billion from 1978's $15.6 billion.

Eastern railroads reported a net deficit of $114.7 million in this year's first nine months, down from $485.5 million in the 1978 period. Railroads in the South had ordinary income of $225.3 million this year, up from $92.3 million in 1978; ordinary income of railroads in the West rose from $353.8 million to $365.6 million.

For the third quarter, all railroads had ordinary income of $35.9 million, compared with $29.6 million in 1978.

For the first three quarters of 1979, eight of the 37 reporting Class I railroads operated at a loss—four in the East, three in the West, and one in the South.

CLASS I RAILROADS IN THE UNITED STATES

		1979 (millions)		1978 (millions)
For the third quarter				
Operating revenues		$ 6,478.3		$ 5,396.9
Operating expenses		6,348.2		5,266.5
Income taxes on ordinary income		54.7		51.1
Provision for deferred taxes		29.6		27.6
Net railway operating income				
United States		51.4		56.5
Eastern District	Def.	106.2	Def.	151.8
Southern District		82.0		60.6
Western District		75.5		147.7
Ordinary Net Income[1]				
United States		35.9		29.6
Eastern District	Def.	89.8	Def.	82.9
Southern District		68.7		9.2
Western District		57.0		103.3
For the first nine months				
Operating revenues		18,761.8		15,872.1
Operating expenses		18,002.5		15,542.4
Income taxes on ordinary income		153.3		115.5
Provision for deferred taxes		134.7		85.6
Net railway operating income				
United States		487.2		145.0
Eastern District	Def.	161.5	Def.	518.3
Southern District		250.5		222.5
Western District		398.3		440.8
Rate of return*				
after provision for deferred taxes		2.53%		0.94%
Ordinary net income				
United States		476.1	Def.	39.4
Eastern District	Def.	114.7	Def.	485.5
Southern District		225.3		92.3
Western District		365.6		353.8

Def.=Deficit *Rate of return for 12 months ended Sept. 30. [1]Income before extraordinary items.

Capital investment

Outlays for 1980 will top $6 billion

By GUS WELTY, Senior Editor

Jan. 1, 1980, finds the railroad industry in far better shape than it was a year earlier in at least one respect: Some problems *can* be effectively attacked through liberal applications of money, and money has been applied to the industry and by the industry in amounts never seen before—private-sector money, money invested to make money. The result is that, as of Jan. 1, 1980, railroad motive power, railroad freight-carrying equipment, and railroad plant are giving the industry a greater-than-ever transportation capability from a physical and technological standpoint.

Final figures on 1979 are expected to show that about 1900 new and rebuilt locomotive units were installed during the year, the most since 1953. Final figures are expected to show that about 90,000 new and rebuilt freight cars were installed, and you have to go back to 1967 to find a higher number for cars. Final figures are expected to show that railroads, for the first time, poured $1 billion for improvements to fixed plant in a single year.

From the viewpoint of the railroad customer and the consumer who benefits from what rail transportation can provide, even better news may be still to come, because a *Railway Age* survey of major roads points to an increase approaching 15% in railroad capital spending in 1980. Expenditures for maintenance, meanwhile, can be expected to keep pace with capital investment, because the same survey finds average increases of 16.3% in maintenance-of-equipment budgets and of better than 12% in maintenance-of-way-and-structures budgets.

In terms of total dollars, a lot of year-end adding up remains to be done on 1979. But using conservative averages for locomotive and freight car purchases, it appears that the total capital investment in railroading in 1979 was well over $5.5 billion; if you use averages that some regard as more realistic, the total comes closer to $6 billion.

What happens in 1980 will be affected, of course, by what happens to the economy, by political factors that usually come into play in an election year, and by the attitudes of the outside investors who have come so strongly into the freight car market in the last several years.

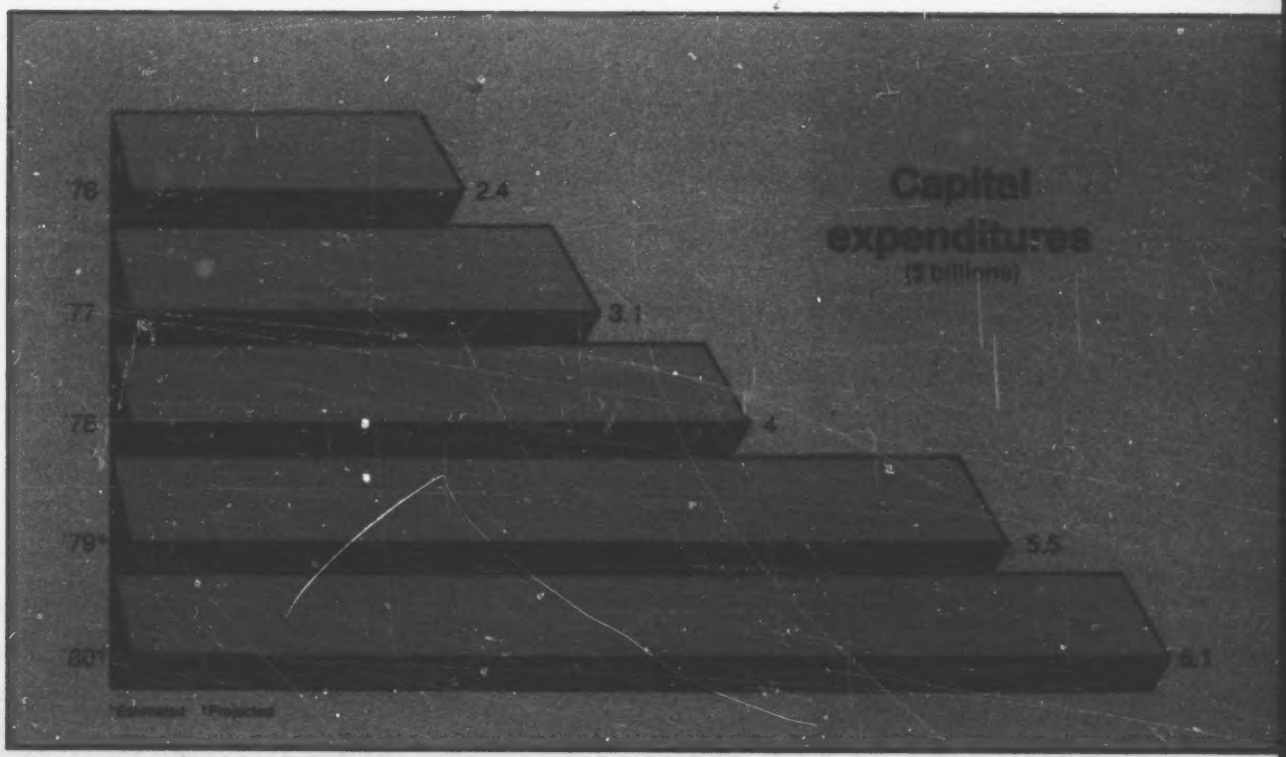
Using responses to the *Railway Age* railroad survey as a base, and assuming no real disenchantment on the part of outsiders investing in equipment, it is possible to forecast total capital expenditures in the railroad market in 1980 at a minimum of $6 billion and a maximum of more than $6.4 billion, before allowing for the inflation that will still be a factor in the new year.

● **A changing car mix.** The makeup of the market could well change, however, so far as freight cars are concerned. Through the first 10 months of 1979, these were the numbers on the freight car scene:

—Orders added up to 104,240 cars, deliveries to 72,982. The backlog, cars on order and undelivered, totaled 123,727, including 117,422 in orders placed with commercial carbuilders.

—Private buyers, including Trailer Train and Railbox, accounted for 65% of the 1979 orders, 64% of the deliveries, and 69% of the carbuilder backlog.

—Despite a strong feeling that the railroads were being flooded with more boxcars than shippers could use, order levels remained high. Through 10 months, more than 32,000 boxcars had been ordered;



deliveries amounted to a few more than 26,000 units. These were the numbers of other major car types: flatcars, 10,400 ordered, 5,600 delivered; gondolas, 9,000 ordered, 4,500 delivered; open-top hoppers, 10,800 ordered, 10,100 delivered; covered hoppers, 24,100 ordered, 15,600 delivered; and tank cars, 12,200 ordered, 7,600 delivered.

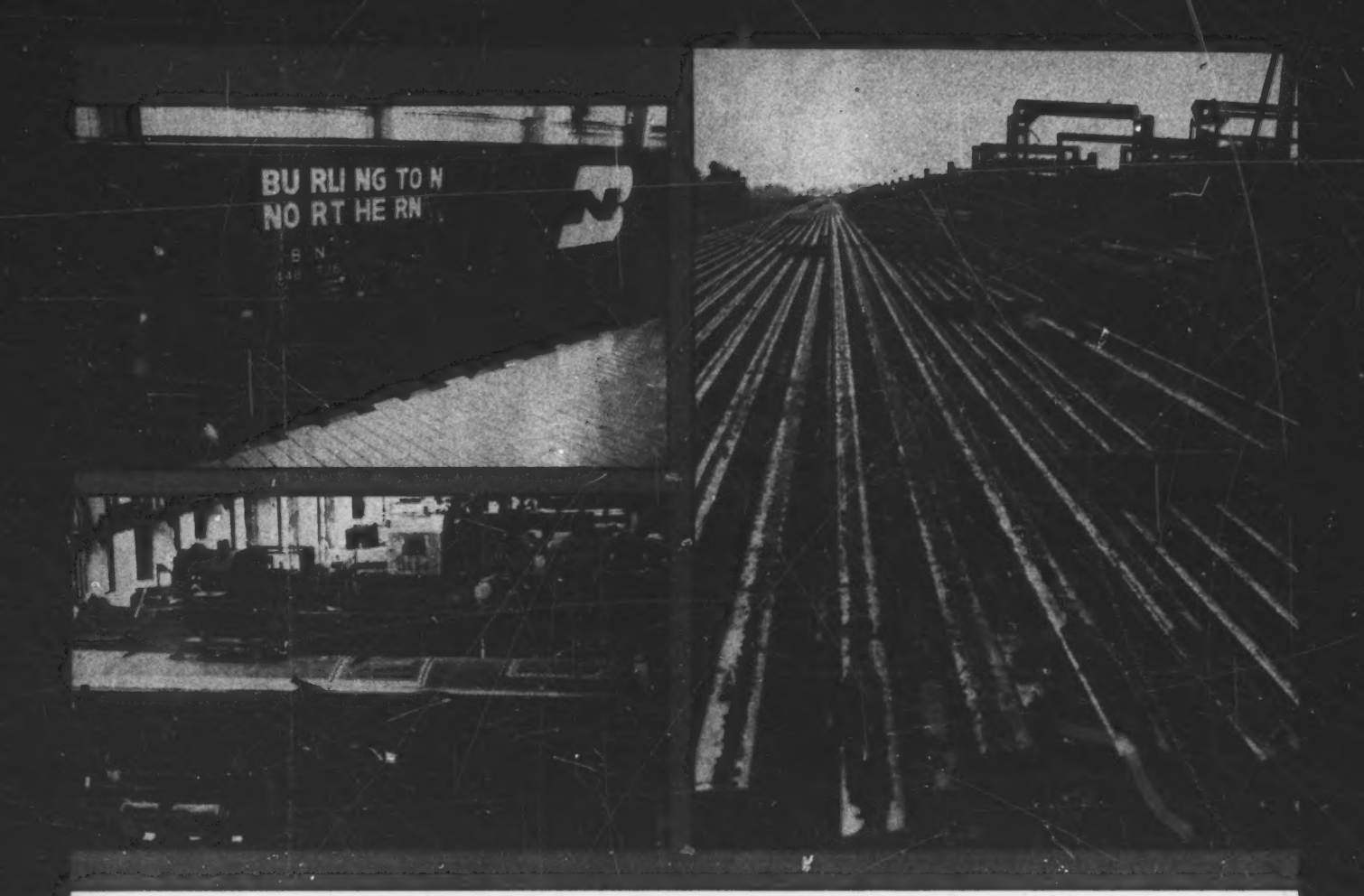
—Across the board, carbuilders were booked far into the future, some with Nov. 1 backlogs amounting to something approaching two years' production capability (as measured by delivery levels through 10 months). On deliveries, Pullman Standard was far and way the 10-month leader, with close to 18,000 cars placed in service. ACF delivered about half that number, with Bethlehem Steel, FMC, and Evans filling out the top five. On 1979 orders through 10 months, however, ACF edged out Pullman Standard (both of them over 19,000), with FMC, Bethlehem, and Greenville Steel Car coming next. On backlog, from first to fifth, it was ACF, PS, FMC, Bethlehem, and Thrall Car.

For 1980, the locomotive market should continue at about the pace of 1979, simply because railroads need the power. EMD, for example, has been producing at a rate of about 5½ units per working day, and there are no signs that any cutback is coming.

For 1980, the car market also figures to continue strong, though there are problems—problems involved with the outsiders and with what might be termed over-anticipation. By this time, it is certainly no secret that Itel (which had been putting thousands upon thousands of boxcars into service under short-line markings in order to benefit from per diem and incentive per diem income) and National Railway Utilization Corp. (with a short-line boxcar fleet that took advantage of rental income but also emphasized loaded-car utilization) ran into serious trouble, resulting in order cutbacks by both. Both companies shook up management, and both revised car acquisition plans downward—but the changes resulted in hardly a flutter in the contract carbuilder market: At least two other "outside" buyers were announcing $100-million-plus car programs for 1980; the assembly line space vacated by Itel was quickly picked up by other purchasers; and one builder, after checking with other private buyers whose orders it suspected might be soft, found that the orders were, in fact, firm.

A second potential problem could concern the backlog for coal-carrying equip-

Locomotives: A 26-year high, no signs of cutback



ment. Deliveries of open-top hopper cars in 1979 have been about equal to orders—making open tops the only car type where this situation has existed—and a fair amount of unit coal train equipment is currently in storage, in part because, apparently, car deliveries have come more on schedule than mine openings and utility plant start-ups.

On the other hand, industry observers are predicting that—1980 recession or not—rail grain and chemical traffic will lead the way, and so the market for covered hopper cars should continue at a high level. Coal traffic, in the meantime, does look relatively good for 1980 (though not nearly so good as it should be, some say), and so it would also appear that coal hopper and gondola orders may continue strong—with, it is hoped, stored equipment finally getting back into (or first going into) service.

Railroad spending. Now, what are railroads saying about 1980 budgets, both capital and maintenance? The *Railway Age* survey represents a cross-section, including the big, medium-sized, and the small, and this is what it shows:

—Top numbers on railroad capital spending are those of Burlington Northern, with 1980 programs for BN and its rail subsidiaries pegged at $526.9 million, down by about $700,000 from estimated '79 levels. Railroad expenditures for equipment will be up by $20.4 million, however, and there will be a significant increase in budgeted equipment maintenance expense, from $587 million this year to $695 million in 1980. BN's equipment acquisition program for '80: 280 locomotive units and 2,461 freight cars, plus 150 autoracks and 500 piggyback trailers.

—Family Lines checks in with a capital program adding up to $464 million, up from $315 million in 1979. Equipment spending will go from $245 million to $377 million, with 115 new and 58 rebuilt locomotives on the list along with 5,000 new and 2,300 rebuilt freight cars. Fixed-plant expenditures will climb from $70 million to $87 million, for such projects as installation of microwave between Atlanta and Waycross, Ga., construction of a freight car running-repair facility at Waycross and a car repair and locomotive-servicing facility at Winston, Fla., yard expansion at Ravenna, Ky., the double-tracking of certain sections of line in eastern Kentucky, and acquisition of shop machinery for South Louisville shops. For Family Lines, 1980 will bring acquisition of fewer locomotives than in '79, but it will also bring a sharp increase in freight car acquisitions (from 2,100 to 5,000) and a jump in rebuilding of both power and cars.

—In '79, Southern Pacific almost doubled its previous high for railroad capital spending, with expenditures that topped $450 million. Of that total, about $350 million went for new motive power and freight equipment, with the rest invested in modification and rebuilding of equipment and in improvements to track, roadbed, signals, and other facilities. In 1980, SP is figuring on spending levels that could equal those of '79, depending upon the state of the economy, and probably budgeted in similar fashion between equipment and plant. At this point, SP does see an increase in the number of locomotives to be acquired and an increase in caboose purchases, but a cutback in freight car acquisitions. Fixed-plant improvements will include installation of additional ctc, along with improvements in intermodal and automobile-handling facilities.

—Santa Fe is going to be up in spending for both equipment and plant, with the 1980 budget calling for total expenditures of $371 million ($277 million for equipment and $94 million for plant), compared with an estimated $303 million in '79 ($229 million for equipment and $74 million for plant). Locomotive acquisitions will be about the same, with 140 units scheduled for '80 delivery, but freight car acquisitions will be up substantially, from 1,250 to 2,075. Included in 1980 installations will be four more trainsets of Ten-Pack piggyback equipment, following the suc-

The 1980 shopping list: Equipment, $5 billion; fixed plant, $1 billion plus

cessful revenue service use of the fuel-saving, skeleton-type equipment. In addition, Santa Fe will continue its rebuilding programs (85 locomotives and 638 cars), acquire 1,290 trailers and lease 1,500 others, and install close to 450 miles of new and reconditioned welded rail.

—Union Pacific capital spending will go up from $310 million in '79 to $367 million in 1980, with expenditures for equipment climbing from $220 million to $284 million and outlays for fixed plant dropping slightly from $90 million to $83 million. In '80, UP will be getting fewer locomotives (150, down from 180 in 1979) but freight car installations will go up from 2,126 to 3,580. Improvements to fixed plant will include construction of about seven miles of third main track near Lookout, Wy., construction of approximately 11 miles of additional sidings and second main track on the Kansas Division, construction of a new running track and a new TOFC facility near Salt Lake City, and improvements to a car repair facility at Omaha; these projects alone account for expenditures of about $16.8 million. On the maintenance side, budgets for '80 are up substantially, from $366 million to $439 million in 1980 for m/e and from $278 million to $330 million for m/w&s.

—Missouri Pacific, now, shows a down-figure on capital spending for the new year, but that could be misleading, because MoPac has often come along with increases during a year. In any event, what MP plans now is an expenditure of $247 million (down from $255,173,000 in 1979), with a drop in equipment spending from about $214 million to $167 million and an increase in fixed-plant expenditures from a bit more than $41 million to $80 million. MP will be acquiring a few more locomotives in '80 (140 vs 130), but its car acquisitions will be down (from 3,200 to 2,077). Property improvements will be impressive, including installation of almost 205 miles of new 136-pound welded rail, installation of close to 240 miles of 112- and 115-pound relay welded rail, improvement of intermodal and auto-handling facilities and a number of bridge improvements and siding extensions, as well as an eight-mile installation of second-main track in the Houston area.

—Southern's totals are a bit harder to figure, but by the time all the numbers are added up, Southern will need no apologies. Its 1979 capital spending was pegged at $285 million, a record high, and equipment expenditures alone for 1980 will run to about $214 million, for 76 locomotives, 3,225 freight cars, and 1,200 trailers.

—In the totals, Chicago & North Western and Illinois Central Gulf also come in at levels above $200 million. Without giving details, ICG has said that 1980 capital spending will run about 20% above 1979's $225 million. North Western is looking at an increase in expenditures from $105.2 million in '79 to $200.9 million in 1980. For C&NW, this translates into an increase in equipment spending from $49,352,000 to $106,183,000, with locomotive acquisitions going up from 65 to 80 units, freight cars from 740 to 1,550 units; it also means a boost in fixed-property spending from less than $56 million to more than $94 million, with emphasis on the continuing rehabilitation and improvement of the Chicago-Fremont, Neb., line and improvements at Proviso Yard west of Chicago. Maintenance? North Western is also going up there, with spending for both m/e and m/w&s budgeted to climb from around $100 million in '79 to $115 million plus.

—Chessie System plans a small boost in capital budgets, from $170 million in '79 to $180 million, but a bigger jump in maintenance spending, from $285 million to $340 million on m/e and from$270 million to $320 million in m/w&s. Among Chessie's major projects: continuation of work on Queensgate Yard at Cincinnati, now estimated to cost $60 million.

—Norfolk & Western, coming off the strike by the Brotherhood of Railway and Airline Clerks and all its related problems in 1978, put close to $115.6 million into capital improvements in '79 and is budget-

Maintenance budgets: The trend is also up

ing for $162.9 million in 1980. Locomotive acquisitions will be down, from 45 units to 25, but freight car installations will be up, from a couple hundred to 1,644, and included in $60.5 million in fixed-plant improvements will be better than $9.8 million for rail/ballast programs, upwards of $4.4 million for construction of locomotive inspection and repair facilities at Bellevue, Ohio, and about $3.5 million for purchase of roadway machinery. On maintenance budgets, NW figures to go up from $172.7 million to $188.7 million on m/e and from $162.1 million to $185.5 million on m/w&s.

—Frisco, which by this time next year could be part of Burlington Northern, isn't about to let its proud property decline. Fixed-plant spending will stay at about 1979 levels, $16 million, but equipment expenditures are budgeted to climb from $27.2 million to $37 million, with Frisco planning to acquire fewer locomotives but more freight cars. Maintenance will also run higher, going from $81 million to $89 million on equipment and from $69 million to $75 million on fixed plant.

—Among smaller roads, there are ups and downs. Rio Grande, for example, doesn't have a car program for 1980 (it acquired 1,110 cars in '79), but it's going to get 16 diesel-electric units, up from zero last year, and its maintenance programs on both equipment and plant are going to show increases. Neighboring Western Pacific is going to be down somewhat on plant spending but up on equipment, with a total budget on the capital side of $22.7 million as compared with $19.4 in 1979. Katy's total capital budget is way down, but it's going to be getting a couple more locomotives than it did in '79, and its property-improvement figure will be up sharply (from $5.9 million to more than $9.3 million). There is perhaps a misleading factor in its reduction in car acquisitions, because Katy is in the process of entering into several split-lease arrangements that will make better use of equipment and still provide adequate service to customers whose needs are seasonal.

—Two major Class I railroads are missing from that long list, Conrail and Amtrak. Each has a hook to the federal government, and about the best that can be said at this point is that Conrail has 126 locomotives on order for 1980 delivery, will start building 2,000 gondolas in CR shops next spring, and would like to get more cars if financing can be arranged. Amtrak shows capital budget authorizations of $203 million for FY 1980, $244 million for FY 1981, and $254 million for FY 1982, with most of the money destined to go for new equipment; there is also the Northeast Corridor improvement project, with an estimated $400 million to be spent in 1980.

● **A recession-proof market?** What all of this adds up to is the existence of a rather remarkable marketplace—one that should be encouraging to all concerned, at least through 1980 and into 1981.

There will be a few soft spots. Automobile traffic has been off sharply, with forecasts now indicating that it may be mid-1980 before the auto industry bounces back. TOFC/COFC would be hurt (though probably to a lesser extent than in past situations) in the event of a deep recession. Coal development is not coming along as rapidly as had been expected. And all of these factors could affect both the size and the timing of some new equipment programs. So, too, could future developments in such areas as per diem, incentive per diem, and even basic car service policies and practices.

In addition, there's a feeling that a mild adjustment downward in carbuilding rates might not be all bad, especially if it would buy time for domestic producers of scarce components to complete planned plant expansions and thus ease the pressure on builders to go overseas and pay more.

Overall, however, the market can be expected to remain strong. Despite general agreement that at least the first half of 1980 will be no bargain, with about 4% drop in carloadings being predicted, railroads are in fact committed to increases in both capital and maintenance budgets for the year, increases over and above what could be accounted for by inflation. The industry's self-improvement is spreading its waves throughout the supply industry, to the point where, with many builders, if you ordered a freight car today, you would get delivery in '81, early '81 if you are especially lucky; or to look at it another way, consider that at least 10 major carbuilders, all working at or near capacity over the first 10 months of 1979, went into November with more cars backlogged than they had been able to deliver this year.

So don't ignore the soft spots coming up in '80—but don't overestimate them either, because railroad improvement programs today are perhaps more solidly founded than they have ever been.■

A RAILWAY AGE SERVICE PAGE

REVENUES AND EXPENSES OF RAILWAYS

Third quarter figures of calendar year 1979

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

		Operating revenues				Operating expenses: Maint. of way & structures			Operating expenses: Maint. of equipment					Operating ratio		Income after fixed charges		Net Ry. operating income	Net income	
		Freight	Other	Total 1979	Total 1978	Total 1979	Total 1978	Deprec.	Total 1979	Total 1978	Deprec.	Total 1979	Total 1978	1979	1978	1979	1978		1979	1978
Amtrak	3 mos	–	119,832	119,832	67,768	18,282	19,925	373	79,910	56,694	19,675	270,942	220,747	230.0	250.0	(25,061)	(28,873)	(449,886)	(25,061)	(28,873)
	9 mos	–	300,497	300,497	240,395	51,540	44,289	1,295	209,574	176,116	37,946	750,377	649,112	250.0	270.0	(39,977)	(42,138)	–	(39,977)	(42,138)
Atchison, Topeka & Santa Fe	3 mos	472,792	11,143	483,935	382,319	83,833	63,930	2,838	107,611	81,101	18,348	450,777	337,768	93.1	88.3	29,780	36,805	27,363	23,688	28,577
	9 mos	1,317,388	32,677	1,350,065	1,116,299	232,800	203,290	8,366	293,813	242,088	53,223	1,234,387	1,025,201	91.4	91.8	107,467	74,731	–	84,947	57,721
Baltimore & Ohio	3 mos	214,907	11,572	226,479	236,363	49,610	40,086	1,733	50,274	57,667	6,986	219,098	204,246	96.7	86.4	8,156	29,053	37,880	9,880	27,414
	9 mos	645,131	33,783	678,915	601,606	122,380	104,226	5,216	160,495	157,739	20,689	638,307	566,956	94.0	94.2	36,641	29,049	–	33,545	27,859
Bessemer & Lake Erie	3 mos	33,884	3,766	37,650	29,942	4,193	2,985	382	5,746	4,878	777	22,556	17,005	59.9	56.8	15,700	12,796	7,741	8,349	7,023
	9 mos	80,994	8,718	89,712	63,206	9,916	9,670	1,100	16,120	10,430	2,356	59,451	42,630	66.3	67.4	31,351	20,625	–	16,471	12,759
Boston & Maine	3 mos	25,796	1,298	27,094	22,582	8,118	4,367	276	8,260	5,941	621	31,478	22,758	116.2	100.8	(3,519)	(27)	4,324	(3,675)	(232)
	9 mos	76,998	3,643	80,641	67,038	21,377	13,049	831	23,119	18,587	1,871	87,691	68,521	108.7	102.2	(5,398)	(1,455)	–	22,422	(2,070)
Burlington Northern	3 mos	622,825	20,291	643,117	504,076	163,393	122,126	4,986	147,415	110,186	16,246	646,610	488,292	100.5	96.9	10,833	20,884	2,107	16,424	25,336
	9 mos	1,702,226	56,099	1,758,325	1,448,569	370,836	293,949	15,045	407,881	328,033	48,068	1,687,717	1,379,059	96.0	95.2	110,281	86,338	–	125,443	93,740
Chesapeake & Ohio	3 mos	190,888	12,798	203,686	193,796	38,359	34,929	1,333	44,083	41,343	5,800	189,502	174,201	93.0	89.9	28,584	45,238	27,170	21,556	33,585
	9 mos	553,401	32,969	586,370	480,770	102,777	90,813	3,991	134,920	116,431	17,281	549,024	486,434	93.6	101.2	77,605	11,734	–	67,255	18,149
Chicago & North Western	3 mos	176,698	20,167	196,865	168,075	42,001	39,440	759	51,728	42,989	4,535	196,103	167,818	99.6	99.8	(5,103)	(5,616)	717	(5,140)	(5,653)
	9 mos	480,688	56,848	537,536	478,926	115,599	96,946	2,150	157,100	129,166	13,482	565,080	481,441	105.1	100.5	(43,107)	(16,413)	–	(43,217)	(15,921)
Chicago, Milwaukee, St. Paul & Pac	3 mos	104,976	13,759	118,735	115,079	31,177	26,707	1,091	39,950	40,790	4,490	147,160	137,361	123.9	119.4	(24,343)	(18,527)	(28,389)	(24,343)	(18,527)
	9 mos	290,869	38,292	329,161	330,026	75,173	63,628	3,255	120,925	116,911	13,524	424,657	391,496	129.0	118.6	(83,396)	(52,527)	(95,446)	(83,396)	(52,527)
Clinchfield	3 mos	16,190	385	16,575	15,932	3,018	3,872	109	2,646	3,374	1,033	12,535	13,317	75.6	83.6	(9)	32	4,572	–	–
	9 mos	45,851	1,075	46,926	44,207	10,111	10,147	312	9,401	10,069	2,860	39,736	38,109	84.7	86.2	161	145	–	–	–
Colorado & Southern	3 mos	22,044	499	22,543	17,263	9,648	4,474	56	5,288	6,481	663	28,758	19,088	128.0	111.0	(2,380)	(2,428)	(5,133)	(1,298)	(2,373)
	9 mos	62,130	1,400	63,530	46,239	18,525	12,487	163	15,109	14,925	1,991	68,066	48,764	107.0	105.0	6,526	278	–	8,789	352
Conrail	3 mos	778,589	158,532	937,120	853,325	241,697	228,752	2,401	280,091	265,480	18,498	1,100,247	1,008,681	117.4	118.2	(164,187)	(156,005)	(379,280)	(163,830)	(155,597)
	9 mos	2,339,679	450,878	2,790,557	2,417,996	639,426	609,163	7,503	839,878	817,578	52,454	3,171,501	2,952,823	113.7	122.1	(375,699)	(540,820)	–	(374,462)	(539,552)
Delaware & Hudson	3 mos	25,096	1,026	26,122	19,895	4,533	3,398	153	8,735	6,668	404	28,663	22,490	109.7	113.0	(3,310)	(3,428)	(2,541)	(3,310)	(3,428)
	9 mos	71,556	2,203	73,759	62,513	12,811	9,849	458	24,430	21,242	1,217	79,484	68,869	107.8	110.2	(7,524)	(8,718)	–	(7,524)	(8,718)
Denver & Rio Grande Western	3 mos	63,236	2,019	65,255	58,435	12,400	11,469	590	9,881	9,765	2,675	56,836	48,695	87.1	83.3	8,107	9,183	6,368	6,058	6,309
	9 mos	184,855	4,897	189,753	160,203	35,663	30,194	1,750	29,850	25,843	7,512	160,135	133,606	84.4	83.4	29,834	26,218	19,929	19,993	16,543
Detroit, Toledo & Ironton	3 mos	18,064	1,315	19,379	16,512	3,658	2,683	144	6,489	4,943	441	21,334	15,887	110.1	96.2	(1,900)	430	(1,943)	(1,900)	430
	9 mos	59,046	4,396	63,443	50,150	10,248	7,265	403	17,896	15,541	1,303	60,347	48,815	95.1	97.3	(2,972)	898	(3,131)	2,972	898
Duluth, Missabe & Iron Range	3 mos	31,102	981	32,083	25,256	7,707	7,140	429	3,890	2,805	660	21,375	18,966	66.0	75.0	11,388	6,570	5,277	5,949	4,194
	9 mos	71,382	2,968	74,350	62,744	18,483	17,048	1,296	8,511	7,160	1,974	57,081	51,685	76.0	82.0	18,585	11,830	–	9,190	5,704
Elgin, Joliet & Eastern	3 mos	20,392	14,505	34,897	34,235	4,253	3,479	179	5,762	4,074	1,097	28,214	24,534	80.9	71.7	8,069	10,574	2,895	4,281	5,423
	9 mos	62,086	49,478	111,564	93,732	11,977	11,155	535	18,120	13,330	3,282	85,002	72,970	76.2	77.9	30,283	22,479	12,370	16,091	11,490
Florida East Coast	3 mos	17,987	721	18,708	15,602	4,434	3,374	228	2,994	2,083	804	15,539	12,167	83.1	78.0	4,132	5,266	765	2,788	3,515
	9 mos	54,468	1,648	56,116	48,839	12,430	10,978	697	8,005	6,199	2,366	44,394	38,073	79.1	78.0	36,541	13,841	–	25,583	9,047
Ft. Worth & Denver	3 mos	22,880	837	23,717	15,493	3,930	4,777	66	4,641	4,558	99	19,848	16,411	84.0	106.0	4,102	(685)	3,157	3,390	(682)
	9 mos	65,235	1,678	66,913	45,363	9,516	10,459	197	15,681	11,619	295	54,296	43,007	81.0	95.0	12,917	2,505	–	10,638	2,501
Grand Trunk Western	3 mos	46,138	4,498	50,636	45,826	8,651	7,682	429	12,373	12,296	1,160	54,045	45,974	106.7	100.3	(3,200)	243	(3,405)	(3,200)	243
	9 mos	147,701	11,915	159,616	141,184	21,856	18,489	1,494	43,076	38,893	3,472	159,529	139,200	99.9	98.6	1,241	2,792	93	1,241	2,792

Illinois Central GulfSystem	3 mos.	192,500	19,614	212,194	181,640	47,753	36,938	1,653	60,633	49,966	6,851	228,607	186,538	107.7	102.7	(21,129)	(14,188)	30,167	(19,825)	(14,558)
	9 mos.	557,709	53,753	611,462	547,138	122,393	100,457	4,969	176,553	148,493	21,405	643,734	549,404	105.3	100.4	(28,647)	(20,350)		(28,284)	(21,453)
Kansas City Southern	3 mos.	53,312	2,542	55,854	48,287	10,204	8,841	856	13,610	11,785	2,699	51,191	42,061	90.3	87.2	5,033	4,242	4,020	3,648	2,997
	9 mos.	149,739	8,760	158,499	140,688	30,598	25,540	1,814	37,025	32,763	8,525	141,662	123,105	89.4	87.5	15,941	14,463		12,672	11,236
Long Island	3 mos.	5,012	72,400	77,413	36,007	18,002	15,625	839	17,966	16,194	1,317	82,623	78,495	108.7	212.4	(5,502)	(15,085)	(4,165)	(5,502)	(15,085)
	9 mos.	14,810	208,733	223,543	104,920	54,033	46,115	2,518	53,407	45,921	3,951	244,295	214,990	109.3	204.9	(21,555)	(66,844)	(17,648)	(21,555)	(64,844)
Louisville & Nashville	3 mos.	234,493	7,536	242,029	201,591	43,965	32,919	1,536	58,199	52,325	9,778	230,568	193,867	95.3	96.2	2,101	(4,863)	24,482	14,040	(7,393)
	9 mos.	685,737	20,605	706,342	601,069	122,909	93,902	4,620	182,942	170,489	29,521	676,670	591,669	95.6	96.4	1,362	(24,279)		12,014	(28,047)
Missouri-Kansas-Texas	3 mos.	40,576	1,934	42,510	32,920	8,898	6,655	272	11,663	8,835	583	40,678	33,045	96.7	100.4	1,542	(1,816)	5,571	2,542	(266)
	9 mos.	112,433	5,174	117,607	99,668	22,335	18,665	815	33,740	28,168	1,884	117,211	98,684	99.6	99.0	(3,010)	(2,261)		2,175	2,248
Missouri Pacific	3 mos.	334,093	12,207	346,300	301,462	54,750	49,569	2,419	80,614	67,988	13,426	317,607	255,243	89.1	84.7	28,568	37,527	32,166	19,669	24,446
	9 mos.	1,001,924	34,277	1,036,202	860,871	165,163	140,511	7,153	236,607	202,837	38,750	908,507	735,190	87.7	85.7	104,657	108,135	102,675	72,967	70,825
Norfolk & Western	3 mos.	346,246	13,459	359,707	117,905	63,238	27,300	3,479	83,974	42,262	9,963	291,947	148,073	81.2	123.9	72,459	22,441	36,049	39,422	13,184
	9 mos.	1,018,838	38,532	1,057,370	671,869	183,791	108,548	9,734	169,839	154,994	40,734	857,462	611,906	79.2	91.1	230,850	101,609		140,185	69,069
Pittsburgh & Lake Erie	3 mos.	20,454	1,558	22,012	18,400	2,900	2,538	35	(198)	1,023	(479)	13,327	12,880	60.5	70.1	7,168	4,822	10,288	4,558	3,029
	9 mos.	52,106	5,128	57,235	45,367	8,424	7,737	345	4,596	3,321	3,636	43,118	37,321	75.3	82.2	12,090	4,678		8,287	3,900
Missouri Pacific-Texas & Pacific	3 mos.	105,068	3,266	108,334	95,841	18,676	17,625	859	23,187	22,030	3,575	102,328	89,047	94.4	92.9	3,131	1,675	5,750	2,489	1,207
	9 mos.	310,511	10,102	320,613	289,307	55,074	51,135	2,462	71,274	62,578	10,750	296,965	261,257	92.6	90.3	13,340	15,428		10,469	14,072
St. Louis Southwestern	3 mos.	62,197	727	62,924	53,035	10,162	10,304	340	9,275	8,832	5,684	54,725	43,893	87.0	82.6	7,571	8,424	7,755	7,165	9,283
	9 mos.	191,200	1,934	193,134	166,883	31,021	30,723	1,002	30,729	26,687	16,478	160,083	139,863	82.9	83.9	34,647	25,561		32,742	23,114
Seaboard Coast Line	3 mos.	245,369	8,300	253,669	217,830	43,253	37,371	1,956	60,636	52,915	7,991	238,039	205,064	93.8	94.1	27,919	3,106	18,838	31,042	4,187
	9 mos.	734,079	24,829	758,908	669,801	130,651	103,324	5,761	179,563	163,372	23,079	690,237	605,467	91.0	90.4	84,797	34,343		88,637	37,220
Soo Line	3 mos.	73,429	1,886	75,315	66,422	10,238	14,895	316	15,720	13,635	1,857	62,830	55,427	83.4	83.4	12,161	10,700		7,719	6,534
	9 mos.	199,038	4,694	203,732	182,523	30,662	35,514	825	44,327	37,266	5,411	179,103	154,591	87.9	84.7	24,829	26,906		15,548	16,788
Southern	3 mos.	366,843	10,307	367,151	308,234	64,491	59,706	6,146	85,796	58,495	17,227	300,937	262,350	82.0	85.1	61,436	33,432	185,076	40,713	23,448
	9 mos.	1,041,226	29,800	1,071,026	923,573	195,580	182,995	14,902	195,788	169,511	50,033	871,491	756,152	81.4	81.9	175,494	138,834		127,307	96,569
Southern Pacific	3 mos.	478,478	12,969	491,447	402,155	74,684	63,688	4,473	140,254	121,973	18,231	505,150	426	102.6	101.4	(21,116)	(7,586)	(11,835)	(19,259)	(3,705)
	9 mos.	1,393,627	35,881	1,429,508	1,224,715	213,335	199,041	13,907	391,602	349,034	53,723	1,367,751	1,210,684	97.1	98.9	44,829	19,893		40,749	16,773
Union Pacific	3 mos.	420,036	8,597	428,632	356,731	76,462	63,656	2,597	75,124	67,170	21,020	386,918	303,526	90.3	84.6	30,118	43,305	133,654	22,105	27,248
	9 mos.	1,245,822	22,701	1,268,523	1,093,952	213,439	180,000	7,783	232,398	197,130	61,910	1,094,183	913,298	86.3	83.5	144,472	149,785		103,295	99,057
Western Maryland	3 mos.	17,929	1,096	19,025	17,112	3,584	3,682	123	86	2,995	1,259	12,975	15,537	68.2	90.8	6,046	1,553	8,566	3,633	1,180
	9 mos.	52,433	4,179	56,612	48,286	9,926	9,376	368	6,055	8,501	3,658	43,782	44,424	77.3	92.0	13,076	3,634		8,770	2,719
Western Pacific	3 mos.	43,572	1,059	44,431		5,742		137	11,355		707	44,623		100.4		690		357	564	
	9 mos.	84,607	2,032	86,639		11,433		214	22,546		2,348	86,107		99.4		1,746			1,454	

RAILWAY AGE ADVERTISING SALES

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Ronald M. Giallonardo,
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Tokyo, Japan
C.H. Yiu, Managing Director, Sales
Sun-Gain, Shia, Ltd.
Shiba Nikkatsu Bldg.
13 Shiba Park
Minato Ku
Telephone: 434-6027

QUARTERLY INDEXES

Railroad charge-out prices and wage rates (Average 1967 = 100)

(Charge-out indexes reflect the original purchase price of fuel, material, and supplies charged to railroad operating expense accounts on the first day of the quarter. The indexes are developed from quarterly spot price indexes by providing appropriate lags between time of purchase and time charged to operating expense accounts. Wage rate indexes are based on average straight time hourly rates for the first month of the quarter; wage supplements indexes are based on the average per straight time hour paid for payroll taxes, health and welfare benefits, vacations, holidays, and other allowances.)

District and group	Oct. 1976	Jan. 1977	Apr. 1977	July 1977	Oct. 1977	Jan. 1978*a*	Apr. 1978*a*	July 1978*a*	Oct. 1978*a*	Jan. 1979*p*	Apr. 1979	July 1979	Oct. 1979
UNITED STATES:													
Fuel	352.6	360.4	381.1	395.3	399.0	403.1	405.9	405.0	407.2	419.7	469.6	603.2	739.7
Other materials & supplies	207.6	209.6	213.8	216.8	221.3	224.4	227.0	230.2	233.4	239.1	245.7	250.4	260.2
All material incl. fuel	248.5	252.1	260.6	266.5	270.9	274.3	277.0	279.2	282.1	289.8	307.5	345.6	387.9
Wage rates	213.8	219.4	220.0	231.3	232.8	240.8	248.2	254.8	259.7	267.5	267.5	285.6	285.6
Material prices & wages (and fuel)	224.7	229.8	232.7	242.3	244.7	251.3	257.2	262.4	266.7	274.5	280.0	304.4	317.8
Wages & supplements	233.5	241.8	243.1	253.8	254.7	267.2	272.9	278.1	281.9	294.1	294.1	311.4	311.4
Material prices, wages & supplements (excl. fuel)	228.4	235.4	237.4	246.4	248.2	258.9	263.9	268.8	272.4	283.4	284.7	299.5	301.4
Material prices, wages & supplements (incl. fuel)	237.6	244.5	247.9	257.1	259.2	269.2	274.0	278.4	282.0	292.9	297.8	320.8	332.4
EASTERN DISTRICT:													
Fuel	351.4	361.4	386.7	405.0	407.6	411.1	416.3	413.4	413.1	422.1	476.3	580.1	713.7
Other materials & supplies	202.3	204.4	208.5	210.2	213.4	216.2	217.2	221.5	226.0	230.2	239.6	243.0	252.9
All material incl. fuel	243.7	247.7	257.4	263.5	266.4	269.6	271.6	274.1	277.4	282.9	304.0	333.1	374.7
Wage rates	213.7	220.1	220.6	229.9	232.8	242.6	249.5	257.7	262.6	270.4	270.4	288.5	288.5
Material prices & wages (and fuel)	221.7	227.5	230.4	238.9	241.8	249.8	255.4	262.1	266.6	273.7	279.4	300.4	311.5
Wages & supplements	233.2	242.4	243.9	252.8	255.1	270.3	275.8	282.1	285.9	298.2	298.2	315.7	315.7
Material prices, wages & supplements (excl. fuel)	228.2	236.2	238.2	246.0	248.3	261.5	266.3	272.3	276.2	287.2	288.7	303.9	305.5
Material prices, wages & supplements (incl. fuel)	235.6	243.6	247.0	255.3	257.7	270.1	274.8	280.2	283.9	294.6	299.6	319.8	329.4
SOUTHERN DISTRICT:													
Fuel	324.1	332.0	354.3	369.3	372.2	375.6	375.3	373.0	374.7	389.1	428.4	509.3	622.7
Other materials & supplies	202.4	206.2	209.9	213.3	217.9	220.0	223.3	226.1	229.5	234.7	240.4	246.3	254.0
All material incl. fuel	235.0	239.7	248.6	255.0	259.2	261.6	263.9	265.4	268.4	276.0	290.7	316.8	353.2
Wage rates	213.9	218.9	219.4	233.6	233.2	239.6	248.9	255.5	260.4	268.3	268.3	286.5	286.5
Material prices & wages (and fuel)	221.1	226.0	229.4	240.9	242.1	247.1	254.0	258.9	263.1	270.9	275.9	296.8	309.2
Wages & supplements	235.0	241.9	243.5	256.3	255.9	265.9	273.2	278.5	282.4	294.3	294.3	311.8	311.8
Material prices, wages & supplements (excl. fuel)	228.0	234.2	236.2	247.0	247.7	256.0	262.4	267.2	271.0	281.4	282.7	297.7	299.3
Material prices, wages & supplements (incl. fuel)	235.0	241.2	245.0	255.9	256.9	264.6	270.4	274.6	278.2	288.8	293.2	313.3	324.3
WESTERN DISTRICT:													
Fuel	363.6	370.0	387.7	399.6	404.1	409.2	411.5	412.1	416.0	429.1	480.8	650.1	796.6
Other materials & supplies	212.8	213.9	218.5	221.9	227.2	230.8	233.7	236.5	239.2	244.7	251.6	256.3	266.8
All material incl. fuel	257.5	260.3	268.3	274.0	279.3	283.4	286.2	288.5	291.7	299.3	317.9	364.7	410.3
Wage rates	214.0	219.4	220.0	231.9	232.8	240.3	247.1	253.0	257.9	265.8	265.8	283.7	283.7
Material prices & wages (and fuel)	228.7	233.2	236.3	246.1	248.5	254.8	260.3	265.0	269.3	277.1	283.4	311.0	326.4
Wages & supplements	233.5	243.7	243.7	253.7	254.4	265.9	271.2	257.8	279.8	291.7	291.7	309.0	309.0
Material prices, wages & supplements (excl. fuel)	229.0	235.4	237.6	246.9	248.6	258.4	263.2	267.4	271.0	281.6	283.1	297.7	300.0
Material prices, wages & supplements (incl. fuel)	240.6	246.9	250.4	259.7	261.8	271.1	275.7	279.6	283.2	294.0	299.5	325.5	339.1

a—Wage rates in 1978 reflect the effects of retroactive pay increases applicable to time worked in 1978 but paid in 1979.

Spot prices of railroad fuel, material, and supplies (Average 1967 = 100)

(Spot price indexes reflect the price on the first day of the respective month of 65 major items of railroad purchases reported by 10 major railroads representing about two-thirds of total purchases by all Class I railroads.)

District and group	Oct. 1976	Jan. 1977	Apr. 1977	July 1977	Oct. 1977	Jan. 1978	Apr. 1978	July 1978	Oct. 1978	Jan. 1979	Apr. 1979	July 1979	Oct 1979
UNITED STATES:													
Fuel (diesel oil)	354.8	363.3	389.9	398.1	399.7	405.0	406.2	404.4	408.8	425.4	491.9	659.1	780.2
Forest products	217.2	217.0	225.2	229.4	234.0	240.0	240.9	250.8	258.6	264.5	272.3	286.2	297.2
Iron & steel prod.	219.8	223.7	224.1	230.1	233.1	235.4	242.5	245.8	252.4	263.0	268.7	277.5	286.9
Miscellaneous prod.	202.5	208.2	212.1	215.7	218.2	220.1	221.3	222.5	227.0	231.1	234.3	243.7	250.4
Total, excl. fuel	209.6	213.8	216.8	221.3	224.4	227.0	230.2	233.4	239.1	245.7	250.4	260.2	268.3
Total, incl. fuel	250.5	255.9	265.1	270.7	273.4	276.5	279.5	281.5	286.8	296.3	316.9	367.3	404.7
EASTERN DISTRICT:													
Fuel (diesel oil)	353.8	365.2	397.3	408.9	407.0	413.4	417.9	411.1	414.0	426.0	501.4	619.6	760.9
Forest products	206.0	208.4	212.4	217.9	220.9	224.8	225.4	234.2	237.5	251.0	254.6	267.0	274.8
Iron & steel prod.	207.7	213.5	213.5	218.8	221.8	221.6	229.9	234.1	240.1	251.8	257.1	266.0	274.0
Miscellaneous prod.	206.4	209.8	212.8	213.1	215.6	216.8	218.4	222.0	224.4	231.0	232.4	242.8	250.6
Total, excl. fuel	204.4	208.5	210.2	213.4	216.2	217.2	221.5	226.0	230.2	239.6	243.0	252.9	260.8
Total, incl. fuel	245.9	251.8	261.5	266.9	268.4	270.9	275.2	277.0	280.8	291.2	313.0	350.9	393.0
SOUTHERN DISTRICT:													
Fuel (diesel oil)	326.8	334.6	364.2	371.9	372.2	377.3	374.4	372.4	375.8	395.9	444.8	541.6	663.4
Forest products	223.5	225.7	227.4	232.2	230.4	240.2	242.0	255.4	258.7	266.5	276.9	288.4	299.7
Iron & steel prod.	221.6	225.4	226.2	232.6	236.2	238.0	245.5	247.3	254.3	263.1	269.3	277.4	288.0
Miscellaneous prod.	194.5	199.2	205.9	209.0	211.1	213.7	212.1	213.5	217.8	219.9	224.0	230.2	235.9
Total, excl. fuel	206.2	209.9	213.3	217.9	220.0	223.3	226.1	229.5	234.7	240.4	246.3	254.0	262.4
Total, incl. fuel	238.4	243.3	253.7	259.3	260.7	264.6	265.8	267.8	272.4	282.0	299.4	331.3	370.2
WESTERN DISTRICT:													
Fuel (diesel oil)	365.2	372.3	395.4	401.8	405.4	410.5	412.1	412.1	417.9	434.9	503.6	723.0	833.2
Forest products	226.0	223.8	237.1	240.7	250.2	254.8	255.6	265.2	259.9	279.0	288.0	304.2	317.5
Iron & steel prod.	218.2	221.7	221.7	227.6	230.6	233.7	238.9	242.8	250.1	260.4	265.3	274.9	283.4
Miscellaneous prod.	206.7	212.1	215.9	220.9	223.8	226.2	227.9	228.4	234.9	236.9	240.8	250.5	257.3
Total, excl. fuel	213.9	218.5	221.9	227.2	230.8	233.7	236.5	239.2	244.7	251.6	256.3	266.8	274.8
Total, incl. fuel	259.1	264.4	273.1	278.6	282.5	286.0	288.7	290.5	296.5	305.9	327.3	391.5	426.0

Note: Based on prices as of first day of months shown.

Source: Economics and Finance Dept., AAR.

Market

CARLOADINGS

Loadings of revenue freight in the week ended Dec. 8 totaled 472,045 cars, according to the Association of American Railroads. This was a decrease of 6,489 cars, or 1.4%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Dec. 8 are estimated at 18.1 billion, an increase of 4.4% above the corresponding week of 1978.

REVENUE FREIGHT CARLOADINGS

Commodity	Dec. 8 week	Dec. 1 week	Nov. 24 week
Grain	35,027	34,081	30,624
Farm products	6,213	6,730	5,792
Metallic ores	32,180	35,406	32,891
Coal	109,339	107,292	97,074
Crushed stone, gravel & sand	14,828	15,210	12,621
Nonmetallic minerals	14,014	15,607	14,180
Grain mill products	19,190	17,965	15,673
Food and kindred products	19,397	18,771	15,596
Primary forest products	21,361	21,151	16,513
Lumber & wood products (except furniture)	10,063	10,006	7,898
Pulp, paper & allied products	22,081	22,190	20,118
Chemicals & allied products	28,476	29,406	23,790
Petroleum products	6,451	6,456	4,987
Stone, clay & glass products	17,097	17,474	14,858
Coke	5,847	6,312	5,708
Metals & products	17,151	18,578	14,756
Motor vehicles & equipment	21,647	19,313	14,308
Waste & scrap materials	13,527	12,873	10,816
Forwarder & shipping assn. traffic	12,228	11,662	9,328
All other carloads	45,656	43,122	35,519
LCL traffic	272	352	294
Total car loaded	**472,045**	**469,957**	**403,344**

Cumulative total, 49 weeks	1979	1978
	22,656,248	22,186,855
Estimated revenue ton-miles (billions) 49 weeks	855.0	809.9

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Dec. 1 totaled 35,392 cars (0.1% beow the corresponding 1978 week) and 62,002 trailers or containers (up 8.5% from 1978). Cumulative volume for the first 48 weeks of 1979 is 1,724,867 (up 1.4% from 1978) and 3,043,690 trailers or containers (up 3.6% from 1978).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Nov. 21 totaled 5.6 million tons (up 4.4% from 1978). Cars loaded totaled 82,512 (up 3.5% from 1978). Cumulative loadings for 1978 were up to 235.5 million tons (up 9.5% from 1978).

• *Argentine Railways.*—Ordered 16 12-cylinder, 2,050-hp diesel engines from Alco Power of Auburn, N.Y., to upgrade the system's Alco locomotive fleet.

• *CP Rail.*—Ordered 75 3,000-hp diesel-electric units from General Motors of Canada Ltd. at an estimated cost of $75 million (Canadian). Delivery is scheduled for fourth quarter 1980 and first quarter 1981. CP Rail also ordered 50 100-ton, 65½-foot gondola cars from Hawker Siddeley at a cost of approximately $2.6 million.

• *U.S. Department of Transportation.*—Has asked Congress for an additional $750 million for the Northeast Corridor Improvement Project. This would bring the total cost of upgrading Amtrak's Washington-New York-Boston line to $2.5 billion. The additional money is needed, said Federal Railroad Administrator John M. Sullivan, in order to complete the project as it was originally planned. He said unexpectedly steep inflation and construction delays have escalated the early cost estimates, adding: "By sticking to the original basic project, we can produce an electrified, high-speed public transportation system, potentially independent of the need for petroleum."

• *Freight cars and locomotives.*—The following report has been received from the AAR and the ARCI:

DELIVERED

	October 1979	October 1978	September 1979	Ten Months 1979	Ten Months 1978
Built new by carbuilders	7,758	6,174	6,618	68,513	49,855
Built new in RR shops	349	291	344*	4,469	3,868
Built new - total	8,107	6,465	6,962*	72,982	53,723
Rebuilt	96	8	94	1,612	1,298
TOTAL DELIVERED	**8,203**	**6,473**	**7,056***	**74,594**	**55,021**
Locomotives (new and rebuilt)	183	104	269	1,564	1,024

ORDERED

	October 1979	October 1978	September 1979	Ten Months 1979	Ten Months 1978
To be built new by carbuilders	6,129	9,010	10,881	99,777	102,166
To be built new in RR shops	0	0	992*	4,463	2,934
To be built new - total	6,129	9,010	11,873*	104,240	105,100
To be rebuilt	95	0	155	895	122
TOTAL ORDERED	**6,224**	**9,010**	**12,028**	**105,135**	**105,222**

ON ORDER AND UNDELIVERED

	November 1 1979	November 1 1978	October 1 1979	Average backlog 1979	Average backlog 1978
To be built new by carbuilders	117,422	82,119	121,375	113,746	58,169
To be built new in RR shops	6,305	5,486	6,654*	6,359	5,403
To be built new - total	123,727	87,605	128,029*	120,105	63,572
To be rebuilt	170	100	171	117	505
TOTAL ON ORDER	**123,897**	**87,705**	**128,200***	**120,222**	**64,077**
Locomotives (new and rebuilt)	774	924	677	1,000	746

*Revised figures